

*(X) 3*  
4 i. a first catalyst adapted to be fed with engine exhaust gas  
and effective to promote oxidation of HC therein;

*(B) 1*  
5 ii. a second catalyst adapted to be fed with the product of i  
6 and effective to promote oxidation of NO to NO<sub>2</sub>;

*(B) 1*  
7 iii. a filter effective to collect soot and to retain it until  
8 combusted by said NO<sub>2</sub> and any O<sub>2</sub> left over after catalyst i and ii.

*(A3 B1) 2*  
6. (Amended) Process according to claim 1, wherein the  
HC is in gaseous form.

*(A) 3 B1*  
1 8. (Amended) Process according to claim 6 in which the  
2 gas leaving step/catalyst i undergoes cooling and then enters step/catalyst ii.

*(A) 4 B1*  
1 9. (Amended) Process according to claim 6, further  
2 comprising providing an increased amount of combustible upstream of a first  
3 catalyst for effecting step i for increasing the temperature at which step i  
4 operates.

*(A) 5 B1*  
1 11. (Amended) Process according to claim 6 in which a first  
2 catalyst for effecting step i has a very low light-off temperature for HC and  
3 CO oxidation.

*(A) 6 B1*  
1 12. (Amended) A process according to claim 1, wherein the  
2 HC is absorbed on the soot.

*(A) 7 B1*  
1 13. (Amended) Process according to claim 1 further  
2 comprising removing NOx downstream of soot combustion.

*(A) 8 B1*  
1 14. (Amended) Process according to claim 13 wherein  
2 removing NOx uses a regenerable NOx absorber downstream of the  
3 collecting trap.

*(A) 9 B1*  
1 16. (Amended) System for treating internal combustion  
2 engine gas containing O<sub>2</sub>, NOx, unburnt hydrocarbon ("HC"), CO and soot,  
3 comprising:

4                   i. a first catalyst to receive engine exhaust and effective to  
5                   promote oxidation of HC therein;  
6                   ii. a second catalyst receiving the product of the first  
7                   catalyst and effective to promote oxidation of NO to  
8                   NO<sub>2</sub>; and  
9                   iii. a filter effective to collect soot and to retain it until  
10                  combusted by reaction with said NO<sub>2</sub> and, depending on  
11                  conditions, any O<sub>2</sub> left over after the first catalyst.

*AT B<sub>1</sub>* 19. (Amended) A diesel engine in combination with a  
system according to claim 16 connected to its exhaust.

Please add the following new claim:

*AT B<sub>2</sub>* 25. (Newly Added) Process according to claim 1 wherein  
step i further comprises oxidising some NO to NO<sub>2</sub>.

Respectfully submitted,

  
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